

RESOLUTION NO. 1904

A RESOLUTION OF THE CITY OF WILSONVILLE ADOPTING AN ALIGNMENT AND CROSS-SECTION FOR BOECKMAN ROAD FROM 95TH AVENUE TO GRAHAMS FERRY ROAD; AND IDENTIFYING CERTAIN DESIGN DETERMINATIONS AS AN IMPLEMENTING REFINEMENT TO THE 2003 TRANSPORTATION SYSTEM PLAN.

WHEREAS, on October 21, 2002, the City Council adopted Resolution No. 1799 authorizing the City to enter into an Intergovernmental Agreement (IGA) with the State of Oregon for funding of the project known as the Boeckman Road to Tooze Road Connection Project; and

WHEREAS, on June 2, 2003, the City Council adopted Resolution No. 1835 authorizing the City Engineer to Sign a Professional Services Agreement with HDR Engineering, Inc. to Provide Professional (Engineering) Services for the Boeckman Road Extension Project; and

WHEREAS, City Staff and HDR Engineering, Inc. evaluated several preliminary alignments, of which two "build" alternatives and one "no build" alternative were further studied and considered in the Environmental Assessment (Attached to this Resolution as Exhibit A); and

WHEREAS, in an attempt to minimize the environmental impact of the project, the two "build" alternatives include a typical cross-section across the Coffee Lake Creek wetland complex that is not currently supported in the City's Transportation System Plan; and

WHEREAS, Implementation Measure 4.1.1.b(3) of the Transportation System Plan gives the City Council the authority to approve major alternatives to the Roadway Design Standards; and

WHEREAS, the proposed cross-section over the bridge will be narrower than the typical minor arterial cross-section depicted in the Transportation System Plan by eliminating the middle turn-lane, consolidating the sidewalk to a multi-use trail on the south side of the structure, and eliminating the landscape strip on the north side of the structure; and

WHEREAS, the elimination of the middle turn-lane will not be detrimental to the adjacent properties, as no access will be allowed due to grade differences and environmental concerns; and

WHEREAS, the multi-use trail on the south side of Boeckman Road will span from 110th Avenue, across the bridge structure, to Kinsman Road to complete a portion of the regionally planned Tonquin Trail; and

WHEREAS, the southerly alignment (Alternative 2) has been shown to be more favorable economically, socially, and environmentally; and

WHEREAS, after providing the required notice, the City Council held a public hearing on October 4, 2004, to receive public testimony and review the staff recommendation for Boeckman Road.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

SECTION 1. FINDINGS. The City Council adopts as findings the forgoing recitals and the staff report in this matter dated September 27, 2004, marked Exhibit D, and attached hereto as if fully incorporated herein.

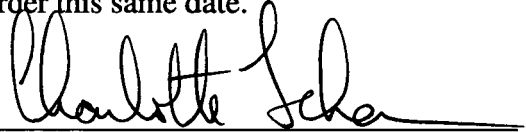
SECTION 2. ORDER. The City Council hereby adopts the following design criteria for the Boeckman Road Extension Project, as refining and implementing the 2003 Transportation System Plan.

- a. Alignment: The general alignment of Alternative 2 as outlined in the Environmental Assessment and as shown on Exhibit B, shall be deemed to be the "preferred" alignment.
- b. Cross Section at the bridge crossing (as shown on Exhibit C):
 1. Variable right-of-way width (depending on slope and structure requirements),
 2. Two (2) 14-foot travel lanes, one in each direction,
 3. Two (2) 6-foot bike lanes, one in each direction,
 4. One (1) 10-foot multi-use trail on the south side of the structure, and
 5. One (1) 4.5-foot landscape strip on the south side of the structure.
- c. Cross Section outside of the bridge crossing (as shown on Exhibit C):
 1. 77-foot right-of-way width,
 2. Two (2) 12-foot travel lanes, one in each direction,
 3. One (1) 14-foot continuous left-turn lane,
 4. Two (2) 6-foot bike lanes, one in each direction,
 5. Two (2) 5-foot sidewalks, one on each side, and

6. Two (2) 8.5-foot landscape strips, one on each side.

SECTION 3. EFFECTIVE DATE. This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 4th day of October, 2004, and filed with the Wilsonville City Recorder this same date.



CHARLOTTE LEHAN, MAYOR

ATTEST:


Sandra C. King, CMC, City Recorder

SUMMARY OF VOTES:

Mayor Charlotte Lehan	Yes
Council President Kirk	Yes
Councilor Holt	Yes
Councilor Scott-Tabb	Excused
Councilor Knapp	Yes









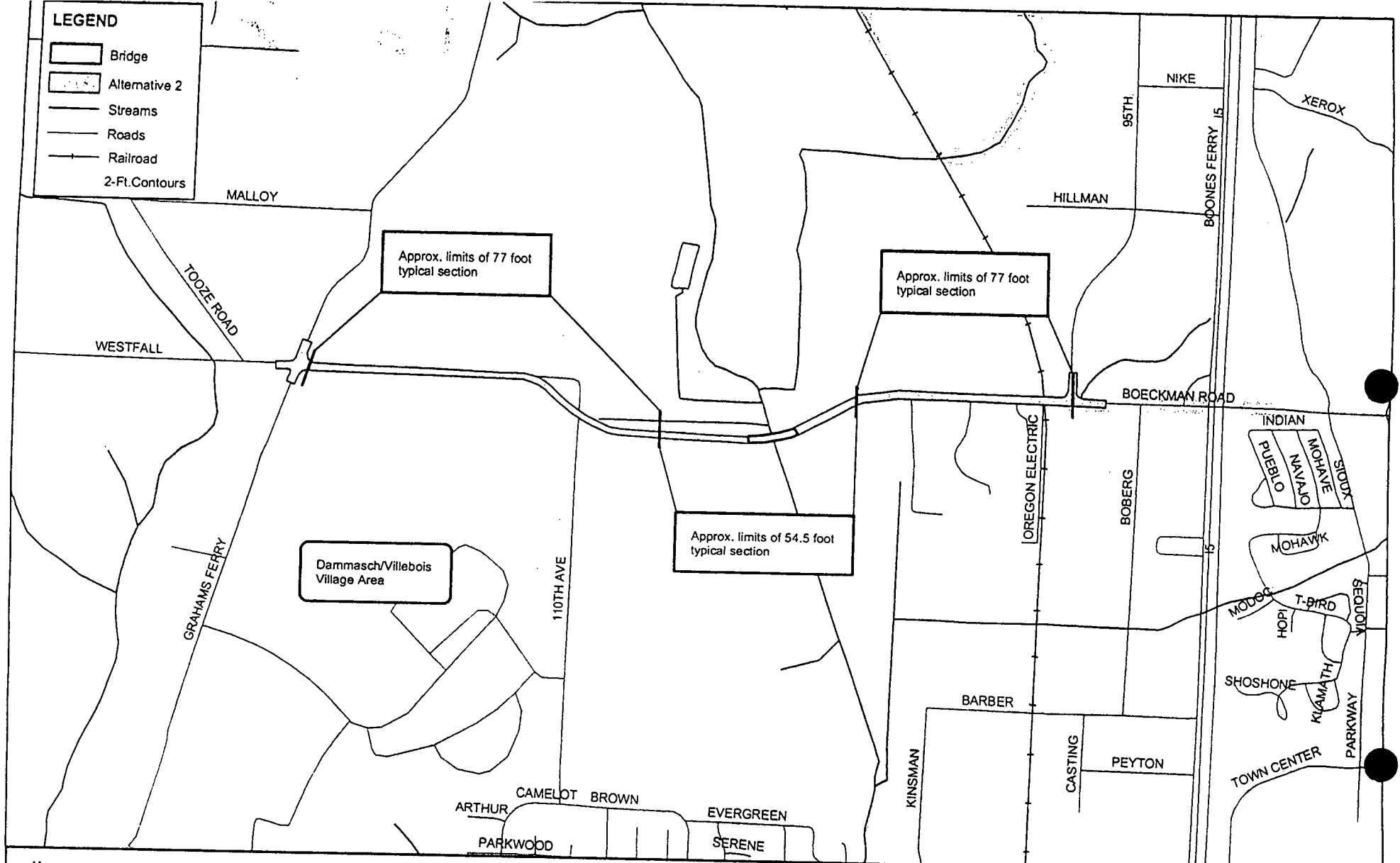
Boeckman Road - Tooze Road Connector Project
Clackamas County, Oregon

Environmental Assessment

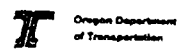
Prepared for:
Oregon Department of Transportation
Federal Highway Administration

LEGEND

-  Bridge
-  Alternative 2
-  Streams
-  Roads
-  Railroad
-  2-Ft. Contours

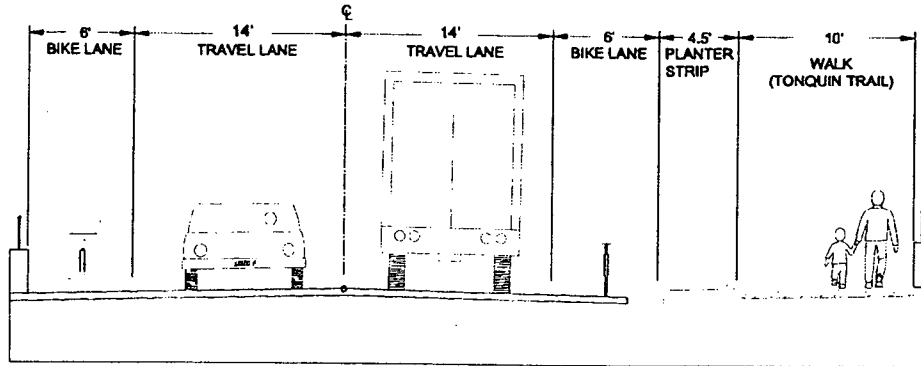


Boeckman Road - Tooze Road Connector Project
 Alternative 2
 Figure 2-5

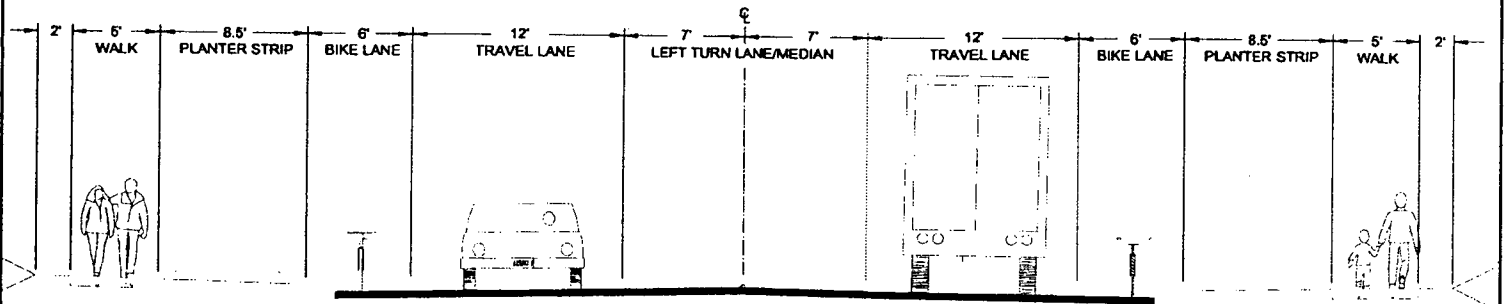


HDR

EXHIBIT 'B'



BOECKMAN ROAD - TOOZE ROAD CONNECTOR PROJECT
54.5-FOOT TYPICAL SECTION (ROADWAY AND BRIDGE)



BOECKMAN ROAD - TOOZE ROAD CONNECTOR PROJECT
77-FOOT TYPICAL SECTION (ROADWAY)



Boeckman Road - Tooze Road Connector Project
Build Alternatives - Typical Sections
Figure 2-4



**ENGINEERING DEPARTMENT**
STAFF REPORT & RECOMMENDATION

DATE: September 27, 2004

TO: Honorable Mayor and City Councilors

FROM: Michael A. Stone, PE
City Engineer *MAS*

SUBJECT: Boeckman Road Extension Alignment

SUMMARY

The City of Wilsonville has been working with private consulting firms, the public, as well as State and Federal agencies to evaluate the environmental impacts of the proposed Boeckman Road Extension. Through the evaluation process, the project team has narrowed down the alignment alternatives to two "build" options and a "no build" option. At this point in the process, the Environmental Assessment (EA) is complete, the public comment period is finished, and the document has been accepted by the Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA). City staff is now looking to the City Council for direction on which alignment is the preferred alignment so that we may finalize design and begin the right-of-way negotiation process.

DISCUSSION

In October of 2002, the City Council passed Resolution No. 1799, which authorized the City to enter into an Intergovernmental Agreement (IGA) with the State of Oregon for funding of the project known as the Boeckman Road to Tooze Road Connection Project. A little over eight months later, the IGA was executed and City staff was authorized to sign a professional service agreement with HDR Engineering, Inc. for professional engineering services (Resolution No. 1835).

The first step that City staff and consultants completed was to brainstorm several different alignment alternatives through the corridor area. Due to wildlife considerations, the team concentrated on alignments that were located to the south of the straight alignment. The area to the north includes undeveloped areas with wetlands and wooded uplands, where the area to the south contains disturbed wetlands that are used for agriculture. Seven preliminary alignments were identified and put through screening criteria. Public input was also sought out at a Public Open House in June of 2003. Of the six southerly alignments, it was determined that there were really only minor variations between them so the alignments were consolidated into one typical alignment for further study. Therefore, the EA concentrates on evaluating the straight alternative (Alternative 1 shown in Exhibit "A"), a southerly alternative (Alternative 2 shown in Exhibit "B"), and a "no build" alternative.

The EA also evaluated bridge structure needs for both the straight and southerly alignments. The major goal was to balance the environmental impacts with the cost of the bridge structure. For instance, bridging the entire wetland and floodplain area would be cost prohibitive in either alignment scenario (see pages 7 and 8 in the EA). The design team determined that a structure that spans the floodway and a portion of the floodplain will result in a negligible rise in the floodplain elevation but will also fit within the project budget constraints. The length of the span in the southerly alignment is much less than the straight alignment, which would actually require two bridge structures. The southerly alignment structure estimate is approximately \$2.7 million and the straight alignment is \$4.1 million. However, the cost of construction of the structure on the southerly alignment may be slightly less as the geotechnical investigation showed more favorable soil conditions in that location.

In both build alternatives, it is proposed that the cross-section of the street be narrowed from a three-lane section to a two-lane section as it crosses the structure. Since there will be no access to Boeckman Road in this location, the center left turn lane is not needed. It is also proposed that the sidewalk be located only on one side of the structure, in the form of a ten-foot wide multi-use trail that will also serve as a portion of the regional Tonquin Trail. Also, the landscape strip on the north side of the structure is proposed to be eliminated. Using the above measures will minimize the width of the structure and, subsequently, help to minimize the environmental impacts. The Transportation System Plan (TSP) does not currently support the above cross-section for a minor arterial. However, Implementation Measure 4.1.1.b(3) gives the City Council the authority to waive the standards for a major alternative such as this one. This proposed change will not impact the capacity or the speed of the roadway, nor will it detrimentally impact convenience to pedestrian movements. The alignment as it is proposed is consistent with the remaining goals and objectives of the TSP.

The EA also evaluates each alignment in respect to the Environment and Environmental Consequences. The overall difference between the two build alternatives is minimal. For instance, even though the southerly alignment would require fewer stream crossings than the straight alignment, it would create slightly more impervious surface and would cross more wetlands. The southerly alternative will probably have less impact on the upland island that is just north of the straight alternative since the alignment is located further away from this important wildlife feature.

While there is not a large distinction in the environmental impacts between the two build alternatives in the EA, there are geotechnical and hydrological advantages to the southerly alignment. There has also been overwhelming public support of the southerly alignment throughout the public involvement process (please see Exhibits "C" and "D"). This support was reinforced when the draft Environmental Assessment was presented at a Public Open House in June of 2004 as well as in the public comments we received on the EA (see Exhibit "E").

With the selection of a preferred alignment, City staff will be able to work with the consultants to finalize the design and proceed with the right-of-way acquisition process. The start of construction is tied to the acquisition of right-of-way, however we are scheduled to start construction in late spring/early summer of 2005. Generally, this schedule is in line with the required project milestones outlined in the IGA with the State. With the exception of the environmental permits, which have been held up due to the consultant's inability to access certain properties, the project is on time.

RECOMMENDATION

Staff respectfully recommends that the City Council adopt the attached resolution that will establish the southern sweeping alignment (known as Alternative 2 in the EA) as the preferred alignment for the Boeckman Road Extension Project.

Exhibits:

- A. Map of Alternative 1
- B. Map of Alternative 2
- C. Public Open House minutes
- D. Environmental Assessment Stakeholder List
- E. Public Comments on the Environmental Assessment

LB:

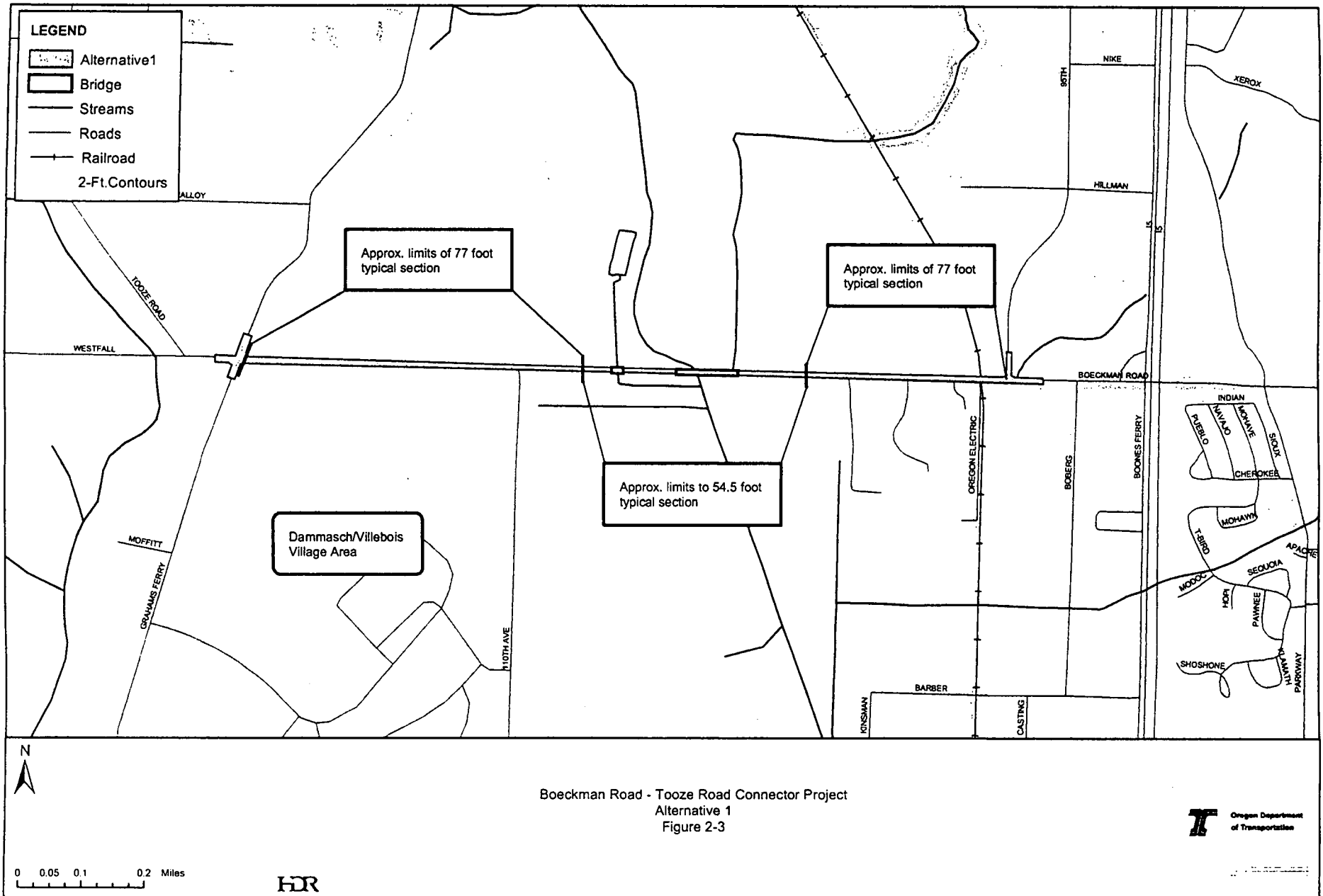






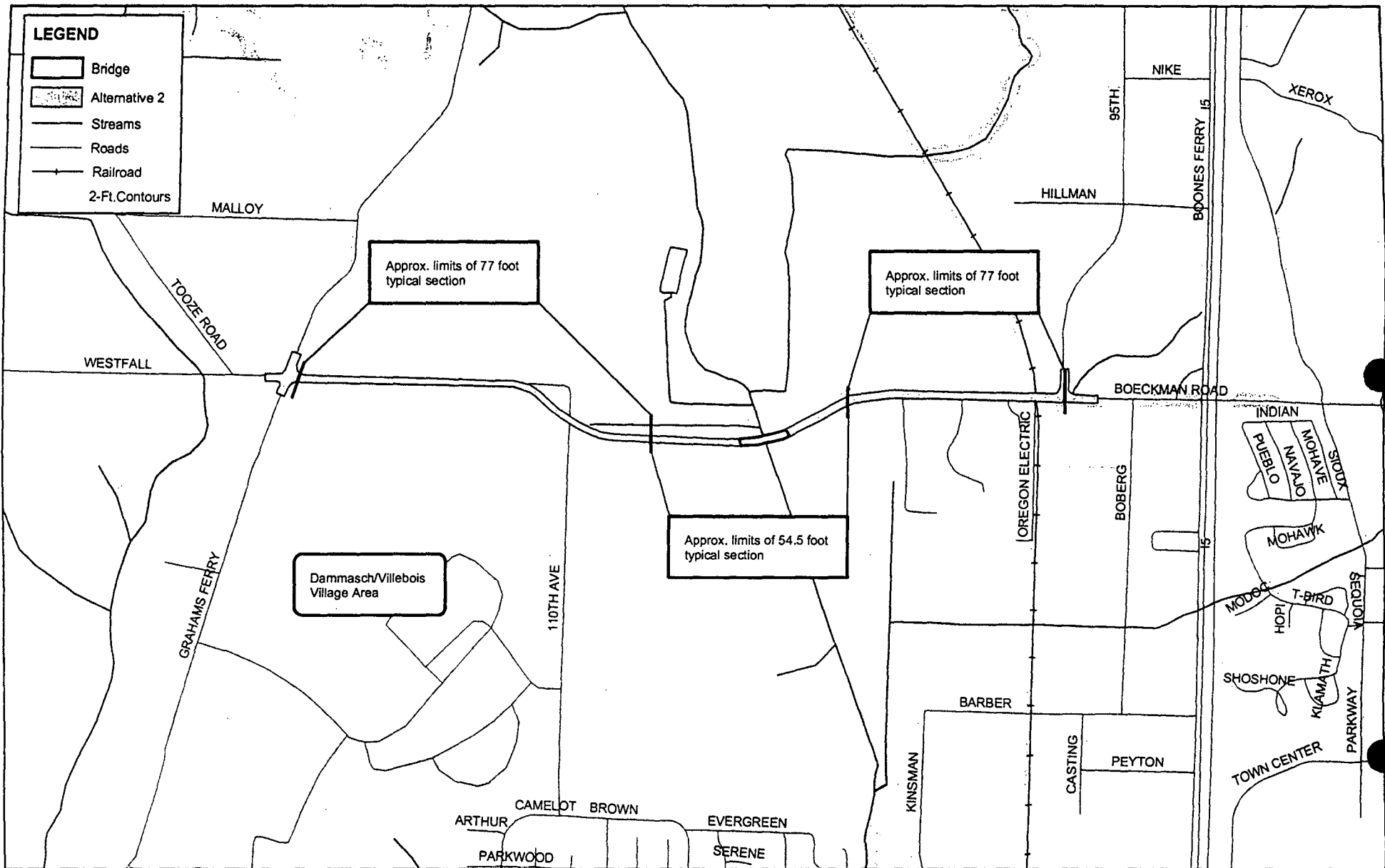


EXHIBIT "A"

LEGEND

-  Bridge
-  Alternative 2
-  Streams
-  Roads
-  Railroad
-  2-Ft. Contours



Boeckman Road - Tooze Road Connector Project
Alternative 2
Figure 2-5



EXHIBIT "B"

Wilsonville Transportation Systems Plan OPEN HOUSE

Meeting Summary for Boeckman Road – Tooze Road Connector Component/Station

An Open House for the Wilsonville Transportation Systems Plan was held on May 1, 2003 from 6:30 to 8:30 pm at the Wilsonville Public Library. The purpose of the meeting was to present to the public the draft TSP that the Planning Commission has forwarded to the City Council. This meeting represented the last opportunity for public review of the document before City Council holds public hearings on the draft TSP.

The open house presented an ideal opportunity to introduce the Boeckman Road-Tooze Road Connector EA project to the public. A Boeckman Road station was added to the TSP displays. Alex Cousins from Jeanne Lawson Associates manned the station and answered questions.

Approximately 20 people attended the meeting: 10 agency and consultant staff and 10 members of the public.

The following represents a summary of comments heard by Alex while talking to the members of the public about the Boeckman Road-Tooze Road Connector:

- Glad to see this project finally happening; we've known about it for a long time.
- We need better connections across town, particularly for folks coming in from the west.
- The amount of growth we will be experiencing because of Villebois requires these kinds of transportation improvements.
- The connection would make better sense if we had a full interchange with Boeckman at I-5.
- The wetland will be tricky to cross – there is a lot of peat in the ground there.
- I just hope they will retain a corridor for wildlife – we have a lot of ducks, deer, etc. back in there.
- Pedestrian paths for passive recreation would be nice.
- I hope they will be improving the north/south connections west of I-5 as well.
- People generally support this project. Crossing the wetland is seen as an unfortunate but necessary thing because the project is so logical to pursue.
- The timing does seem kind of suspect though – would Boeckman be happening now if it wasn't for Villebois?
- What will the traffic speed be? It makes sense to run a straight alignment but that will probably lead to higher speeds.

Boeckman Road-Tooze Road Connector ISSUES LIST

Ranked by dot prioritization during the June 19, 2003 open house. List does not include all issues – only those that received at least one dot.

Six Dots

- Signal, 4-way stop or traffic circle at Grahams Ferry and Tooze

Five Dots

- Bridge as much of the connector as possible
- Protect the wetlands

Four Dots

- Accommodate wildlife passage and habitat

Three Dots

- Would prefer to see the road arc south toward Villebois
- Encourage higher speeds to keep traffic out of residential neighborhoods

Two Dots

- Plant trees
- East/west connections needed
- Need to know what endangered or threatened species are out there
- Opportunities to tie into parks and trails
- Ensure Goal 5 compliance
- Identify mitigation areas early and include in project planning
- Provide for flood storage capacity
- Need alternatives to Wilsonville Road

One Dot

- Visual resources/aesthetics are important
- Wetland restoration is important for wildlife
- Few ways to exit the community in the event of a disaster
- Traffic to commuter rail station will use Wilsonville Road, not Boeckman Road
- Traffic flow where it previously did not exist will impact air quality

- Exit 283 will be more congested from Boeckman and Villebois construction traffic
- Red legged toads (sensitive species) are known to be in that area
- Phase the project if funding is an issue – build the connector first, then expand Tooze
- Preserve open space
- Keep the possibility of flooding in mind
- The ditches should be ‘naturalized’ for flood control
- Filtration
- Impacts on the Willamette River
- Need bike lanes on Boeckman
- Need connections to the Commuter Rail station
- Take pressure off Wilsonville Road

Boeckman Road-Tooze Road Connector ISSUES LIST

Comments in blue were added at the Open House on June 19, 2003

Aesthetics

- Visual resources/aesthetics are important
- New bridges are usually ugly
- Environment trumps athletics
- If a bridge, how wide? 2, 3, possibility of 4 lanes?

Air Quality

- Traffic flow where it previously did not exist
- Plant trees

Alignment

- Would prefer to see the road arc south toward Villebois
- Would prefer to see the road arc south to avoid the wetlands
- A straight alignment will encourage higher speeds
- Make Boeckman a straight alignment

Commuter Rail

- Traffic to the station will use Wilsonville Road, not Boeckman Road
- Commuter rail may actually add to traffic congestion coming into Wilsonville
- More of an issue for the Barber Road extension than Boeckman Road

Connectivity

- Need direct routes through town
- East/west connections needed
- Better connections to Sherwood
- North/south connectivity to Boeckman Road is important too (Kinsman)
- Few ways to exit the community in the event of a disaster
- Will benefit people coming in from Sherwood and using Wilsonville Road
- Will build an important link for Villebois

- Access for employers and shopping east of I-5

Construction Impacts

- Will affect traffic flow in the area
- Access for businesses on existing Boeckman is important
- Exit 283 will be more congested from Boeckman and Villebois construction traffic
- In which direction will Tooze be widened (north or south)?
- What will Tooze ROW be? How wide?

Cultural Resources

Economics

- Balance the development potential with wildlife needs
- Need a better strategy for locating public facilities

Endangered Species

- Need to know what's out there
- Red legged toads (sensitive species) are known to be in that area
- Western pond turtle (rare species) also known in that area

Environmental Justice

Floodplain

- Concern about runoff from the road being forced onto private property
- Keep the possibility of flooding in mind
- The ditches should be 'naturalized' for flood control
- What is the net effect of siltation on property downstream?
- What will happen to Seeley Ditch?
- The FEMA floodplain is not identified north of Boeckman Road
- Filtration
- Impacts on the Willamette River
- Flood storage capacity

- On other side of Grahams Ferry there is a dam that blocks water flow
- Lower pond on Sims property silts in every 35 years. First dug to 10 feet. Peat bottom – could be deep. Peat shallows out to west – rock bottom (that's why it goes to ½ width). Dredged material has been used to build up area north of lower pond. Upper pond dug after lower pond and water table is close to the surface.
- Water supply (Sims-Bishoff) – 200-300 feet wells (water table sensitive to draw downs)
- Existing wells are close to Tooze Road

Funding

- Need adequate funding for this project
- Is it economically feasible to bridge a lot of the connector?
- Equity – Boeckman Road users should pay for this, not existing taxpayers
- Offsite impacts from Boeckman and development should be planned and paid for
- Phase the project if funding is an issue – build the connector first, then expand Tooze

Geology

- Lots of peat in the ground – manage water flow
- Blue clay is prevalent too – hard to drive pilings into

Hazardous Materials

Land Use

- Land use is not good for industrial along that section
- Need to preserve open space

Noise

- Mitigate traffic noise impacts for neighbors

Parks and Recreation/Trails

- Opportunities to tie in to the trail connecting Tualatin
- There are opportunities to tie into a regional trail system

Pedestrian/Bike Facilities

- Add pedestrian facilities
- Need bike lanes on Boeckman
- Add bike/ped connections – essential to regional goals
- Need connections to the commuter rail station
- Align stormwater grates so that bike wheels won't crash into them

Process

- We need to feel like you are really listening to us and that we can affect the outcome
- The City shouldn't have the decision already made
- Consider what the community wants
- Consider input from residents who live outside Wilsonville
- Concern about late public notices

Social Impacts

Timing

- People expect that this project will happen soon
- Boeckman should have been built a long time ago
- The City has other, more pressing transportation needs than this
- This is only happening now because of the development at Dammasch
- Needed even if Dammasch does not develop

Traffic

- Encourage slower speeds
- Something needs to take the pressure off Wilsonville Road
- Traffic density affects quality of life
- Need alternatives to Wilsonville Road
- Encourage higher speeds to keep traffic out of residential neighborhoods
- Signal, 4-way stop or traffic circle at Grahams Ferry and Tooze
- Accommodate Grahams Ferry through traffic at Tooze intersection

Utilities

- Compensation for existing underground stormwater pipes

Visual Resources

- Opportunities for wildlife viewing

Water Quality

- The ditches should be 'naturalized' for better water quality
- Water quality is an issue during low flow seasons

Wetlands

- Ensure Goal 5 compliance
- Avoid the wetlands as much as possible
- Protect the wetlands
- These are not 'natural' wetlands; do not treat them as such
- The ditches are not natural streams
- Wetland restoration for wildlife is important
- Identify mitigation areas early and include in project planning
- Look at county hydric soil map on 1996 aerial flood photo. Functional value of wetlands=flood storage.
- Opportunity to use road for wetland restoration (mitigation can improve habitat function)

Wildlife

- Accommodate migratory bird flyway
- Preserve deer habitat
- The ditches should be 'naturalized' for better wildlife habitat
- Accommodate wildlife passage but not trails and people
- Corridor from Coffee Lake Creek to the river needs to be preserved
- Preserve/enhance connections to the Tualatin N.W.R.
- Culverts large enough for deer passage if the road isn't raised
- What will happen to egrets and herons?

***Boeckman – Tooze Road Connector
Environmental Assessment***

PUBLIC MEETING SUMMARY

October, 15th 2003

The first public meeting for the Boeckman-Tooze Road Connector EA was held on October, 15 2003 from 7:00 p.m. to 9:00 p.m. at the Wilsonville Community Center. 52 people signed in for the meeting; including approximately 15 project team members and city staff, and 37 members of the general public.

The purpose of the meeting was to provide participants an overview of the project and to hear their input about the two alignments that were presented for consideration (#1 'straight' option and #2 'curved' option), as well as other potential alignment options. The open house featured stations of information about the screening criteria for alternatives as well as environmental data. A brief presentation was made at 7:30 p.m. by Claude Sakr and Pat Carroll. Mayor Charlotte Lehan welcomed the participants and gave the City's perspective about the project. She also announced her candidacy for a Metro Council seat. About 45 minutes of Q&A followed the presentation.

Participants were asked to fill out a comment form and provide their input about what they liked and didn't like about both of the options. Seventeen comment forms were collected. The comments are listed below. The number in parentheses after the comment refers to the number of times that particular comment was mentioned.

Overview

Overall, there was more sentiment expressed for Option 2 than Option 1. Option 1 generated concerns for higher speeds through the area that a straight alignment was perceived to create. Participants seemed to prefer a more aesthetically-pleasing curving alignment that avoided the creeks/ditches. There was also some concern expressed that the planning process was not factoring in the Villebois master plan that the Wilsonville City Council recently adopted.

OPTION 1: STRAIGHT ALIGNMENT

WHAT DO YOU LIKE AND DON'T LIKE ABOUT THIS OPTION?

Concern for higher speeds/safety (14)

- This alternative would create a freeway out of Tooze Rd., which already has speed violations. People pass where visibility is not good because of the roller coaster effect of the road.
- I live on Tooze Road and getting out of my driveway is already a hazard. I am on the north side of the street and to turn left from my driveway onto Tooze is very dangerous as my visibility is quite limited due to the rise in elevation of the road.
- A straight road will cause more traffic problems (speed, dangerous conditions such as turns into and out of, fast moving vehicles).
- Encourages speeding. People go 60+mph up and down 110th now, drag racing on weekends.

- Don't like speeds it will induce.
- This will encourage even higher speeds.
- The traffic will travel too fast.
- It makes Tooze Rd. a freeway! Vehicles already travel at excess speeds!
- Speed control is needed
- Do not like! Encourages speeding. Use road design to control speed (curves).
- Can you design to control speeds with the straight alignment?
- The straight road would have too high speed traffic
- Don't like higher speeds that will occur
- Probably would encourage speeding

Environmental concerns (5)

- It goes through the apex of the stream threads and the upland environment immediately to the north!
- Doesn't allow naturalization and flood capacity to be developed in the corner where the north ditch and Seely ditch meet.
- If this is used it sure is environmentally insensitive.
- Prefer a smaller ecological footprint
- Minimum environmental impact

Issues concerning Villebois (3)

- Doesn't deliver traffic into Villebois
- Serving to isolate Villebois
- Doesn't build on public input from the Villebois project

Aesthetics- Straightness (2)

- Don't like straightness
- It is not aesthetically pleasing for the road to go straight.

Transportation connectivity (2)

- Provides even better access for Sherwood
- Induces through traffic from Sherwood

Other (2)

- I prefer a straight road. Probably less costly to construct
- Bad idea, period.

OPTION 2: CURVING ALIGNMENT (SWINGS FURTHER SOUTH)

WHAT DO YOU LIKE AND DON'T LIKE ABOUT THIS OPTION?

Aesthetics (8)

- Provides a visual experience and variety.
- This would give people a place to walk along side the road without getting run over by traffic.
- Always favor curvilinear, want to see the planned roundabout at intersection of Tooze & 110th.

- It is the favorable alternative, add a traffic circle and make it beautiful.
- Put the western end of the curve farther south, avoids more low ground and makes for better sight lines.
- Put in bike lanes and sidewalks
- Better visual environment for community.
- Would prefer more curve, less flat on the curve.

Speed (7)

- May help to slow traffic down, need a light at Grahams Ferry Road intersection.
- I like this one much better as I feel that it would slow traffic down.
- Slower speed is a plus.
- I like that this design could slow down traffic on Tooze Rd.
- Will slow traffic a little
- This seems to help in speed control
- Will avoid inducing speed

Environmental (3)

- Avoids going through the apex of the stream threads and the upland environment that is immediately to the north.
- This seems to be more environmentally sensitive.
- Looks like this increases impact on wetlands

Traffic (3)

- Need two stop lights? At least one at Grahams Ferry & Tooze intersection.
- The only down side that this would be is that the curves would take somewhat longer to maneuver this roadway but if someone is in such a hurry they can wait till they get on the freeway.
- The intersection of Tooze and Grahams Ferry is a huge traffic hazard area. There are traffic accidents there every weekend, when the church services are on. Consider all the additional traffic that would use this cross town access.

Issues concerning Villebois (3)

- Matches city plans (to a degree).
- Builds on Villebois planning helps keep faith of public and public process. Weigh that input for this decision- some folks believe they've weighed in. I am not participating again. Follows city comp plan.
- Helps to include the urban village that kind of triggered this whole idea.

General Agreement (3)

- Better than #1
- Option 2 looks best to me
- This alignment is my choice

Cost (1)

- More costly? Longer time frame to build.

OTHER OPTIONS

DO YOU HAVE ANOTHER SUGGESTED ALTERNATIVE OR VARIATION OF OPTIONS 1 AND 2 THAT YOU WANT TO DESCRIBE?

- Elevate over wetlands.
- Don't let property lines be dominant factor in decisions. – wetland protection/ restoration and community needs are higher priorities.
- Bridge type structure or fill? Prefer lights at intersection or preferably a roundabout at 110th and Tooze Rd.
- See Villebois master plan
- Add a traffic circle in the south part of the curve into Villebois
- Bring west dip over to west a little to incorporate roundabout and avoid wetland
- Take dips out of Tooze Rd. but keep road profile as low as possible, smooth out the bumps.
- Shouldn't decide without more soil testing
- Can't need a lot of biological skills to i.d. that most "vegetation" on option 2 is canary grass, thistles, mustard etc.
- If the problems with maintenance of the ditch from Option 1 to south of Wilsonville Road are not addressed your determination of flood levels wont have relevance in future floods.

PREFERENCE

OPTION 1 (1)

OPTION 2 (7)

OTHER ALTERNATIVE (suggested in 'other options' section) (3)

NONE OF THE ALTERNATIVES (0)

OTHER RESPONSE (2)

- Not sure- whichever is best
- Either depending on cost and impact

GENERAL COMMENTS, QUESTIONS, AND CONCERNS

IS THERE ANYTHING ELSE YOU'D LIKE TO TELL US?

- Project goes from 95th to Grahams Ferry. Can construction be phased to defer section from 110th to Grahams Ferry for several years?
- Speed up the process- 3 years from now is too long! Why would the construction take 18 months? The money is coming from ODOT & Metro I believe, so we don't have to wait for Villebois money, do we?
- I would probably prefer option 2 depending on its impact on the environment and wildlife
- Suggest traffic signals be installed at Grahams Ferry & Tooze as Boeckman is being rebuilt
- Efforts made to slow traffic down. This seems to ignore Villebois's master plan, which apparently triggered this project.
- Tooze/Grahams Ferry intersection very dangerous. Tooze west of intersection needs to be lowered to improve line of sight. For same reason curve at Westfall needs to be less of a corner and more of a curve.
- Electrical and telephone lines above ground.
- Your map doesn't show the existence and the inflow of the "north ditch" which runs from Boeckman Road to the main ditch.

- The project needs to extend farther west on Tooze Rd. past the intersection at Grahams Ferry – at least through the curve at Tooze as the current road bed is such that drivers cannot see cars traveling north and south on Tooze at the intersection.
- Therefore we have crashes there every week – many injured, no one killed yet!

Questions/comments from Q&A period

- Will there be a bridge or fill through the wetland?
- Are there cost estimates for each alternative yet? Is #1 cheaper?
- Will you be matching your efforts with the Corp's effort to restore the wetlands? Which alternative would be a better fit with that plan?
- What is the timeframe for the EA?
- Wetlands are impacted by the area to the south – will you be doing anything to restore that area too? What happens to the area to the south? Previously there was more exit capacity for the water.
- Planning Commission has reviewed a curved alignment with Villebois plan, not a straight one. Speeds are a concern.
- Straight alignment isolates the road to Villebois – would encourage higher speeds.
- Visibility and speeds – concerns about wrecks at Grahams Ferry and Tooze
- Suggestion: move the curve on the west side further south to straighten/smooth the curve.
- What happens to 110th with either alignment? Will there be a stop sign?
- Will you be looking for more data on wetland delineation and floodplain – comparing areas to the north and south? Species too.
- What is the process to acquire right of way? Who does it? When?
- Would Tooze Rd. be widened any further west?
- Your documents don't even refer to the Villebois master plan – how is this process tied to that? "Datelup" has been replaced by the Villebois master plan. What are your requirements to comply with the City's adopted land use plan? Which has priority - a locally adopted land use decision or a state/federal process?
- Who would own this road?
- What are procedures for ROW planning and annexation?
- Will infrastructure accompany the road?
- Will power and phones remain above the ground? Does city code mandate that?
- Option 2 misses where the creeks connect. Option 1 goes through them.
- Where will sewer lines cross? Will people be required to connect to the sewer?
- Why is the road designed to 40mph? Can it be lower?

***Boeckman Road – Tooze Road Connector
Environmental Assessment***

PUBLIC MEETING SUMMARY

June, 15th 2004

The third and final public open house for the Boeckman-Tooze Road Connector EA was held on June, 15 2004 from 7:00 p.m. to 9:00 p.m. at the Wilsonville Council Annex Chambers on Elligsen Road. Twenty-eight members of the general public signed in for the meeting and seven project team members and city staff were in attendance.

The meeting was publicized in the following manner: a postcard mailing sent to contacts on the interested parties list (151), doorhangers distributed to neighborhoods south and west of the project study area (@2,000), a display advertisement published in the June 9 issue of the *Wilsonville Spokesman*, press releases distributed to area media outlets, and an article published in the June issue of the *Boones Ferry Messenger*.

The purpose of the meeting was to review the preliminary options and alternatives development process, and introduce the recommended build alternatives (#1 'straight' option and #2 'curved' option). The open house featured boards containing information about the screening criteria for alternatives, the NEPA process, the project schedule and the "build" alternatives. A brief presentation was made at 7:15 p.m. by Alex Cousins, James Gregory, and Pat Carroll. About 30 minutes of Q&A followed the presentation and comments/questions were captured on a flip chart.

Participants were asked to fill out a comment form and provide their input about the meeting and the build alternatives. They were also given the option of requesting a copy of the Environmental Assessment in hard copy or CD format. Fifteen comment forms were collected. The comments are listed below, followed by the flip chart comments.

Comment Card Comments (7)

- Pleased to see project advancement. Anxious to see EA to critically review for comments. (Jerry Palmer)
- Please consider providing vehicle/pedestrian access to and from trails. Minimize artificial light in wetland/wildlife area. (Jim Morgan)
- I support alternative #2 (Greg Leo)
- At this point, prefer alternative #2 - want to review EA couldn't stay for presentation (Debrah Iguchi)
- Would like to obtain a map of Alts. 1 and 2. For the record, I asked a question related to proposed 600 + acres Metro has identified for inclusion in eastern Wilsonville. I am concerned about traffic volumes exceeding design of the connector road. (Ray Phelps)
- Coordinate the wetland mitigation work with Metro restoration plans and landowner desires. Is the EA watershed based? i.e. how do future land use changes and developments affect water flows, hydrology, floods, and floodplain conditions, that should be considered for

wetland mitigation planning and design. 3. Coordinate this project with I-5/ Hwy. 99 Connector study for consideration of design and future planning. (Ronald Garst)

- Interested in whether this project will help influence the possibility of an interchange at I-5 and Boeckman. (Ross Quenzer)

Breakdown of Requests for a Copy of the EA (20)

- Executive Summary (6 requests for a copy)
- Full Environmental Assessment on a CD (9 requests for a copy)
- Full Environmental Assessment hard copy (5 requests for a copy)

Flip Chart Q&A Session

- Traffic is heavy on Tooze Rd.
- Keep it wide enough to accommodate traffic (current and future)
- Will there be a traffic light at Tooze and Grahams Ferry?
- Which alt. will best handle future traffic volumes? Is there an advantage to Alt. 1 if widening the road will be needed in the future?
- Where is the traffic circle located? (Villebois)
- How firm is the project funding?
- How is the project factoring in the floodplain/Seeley Ditch? Concern about water flow, runoff and rise in the floodplain. Will the project keep Seeley Ditch open?
- What about runoff from Villebois into the wet area? Onto Tooze? Culvert or ditch?
- Will wetlands be constructed for this project? How many mitigation acres? Where will they be located? Will the public be able to provide input?
- Will there be street lights? Underground utilities?
- What will happen to the culvert at the east end of Boeckman where it currently ends? Will you pipe the entire ditch?
- When will design refinements be made after a preferred alt. has been selected?
- Think about compatible rainwater/mitigation measures between this project and Villebois. It would be nice to plan those jointly.
- Will this project handle industrial lands expansion (Metro) traffic – factored into your analysis?
- Any provision for parking along the road to access the open space? If there is a trail corridor and viewing opportunities, you should also plan for parking.
- ROW is 77ft wide at the ends? Will that affect the north or south side of existing Tooze?
- How does this tie in to the I-5 - 99 W connector?
- Is the Tonquin Trail planning factoring in to the design? Pedestrian access?
- Does this project anticipate an I-5/Boeckman Rd. interchange?
- Any surprises from your environmental studies?
- Will the geotechnical data be included in the EA document?
- Any other changes to the existing east end of Boeckman besides the signal?

BOECKMAN ROAD EA STAKEHOLDER LIST

The following stakeholders were interviewed:

ENTITY	NAME/TITLE	PHONE NUMBER
Costa Pacific (Villebois)	Mike Ragsdale, PM and Maggie Gazdagh, community relations	646-8888, x12
Merryfield Neighborhood Association	Tony Rhodes, board member	682-8548
Citizen, former Planning Commission	John Ludlow	682-2545
GI Joes	Steve Oakley, Director of Logistics	682-2242
Wilsonville Chamber of Commerce	Doris Wehler, Board Chair	682-0426
Property Owner	Sherry Young	638-7189
Friends of Goal 5 & Planning Commission	Deborah Iguchi, Goal 5 Chair	682-4166
Property Owner	Ted and Nancy Sims	228-8583 (w) or 682-8525 (h)
Wilsonville Parks Advisory Board	Cathie Gleeson, Chair	682-1220

D-1

EXHIBIT "D"

Developer	Tim Knapp	682-1267
1000 Friends of Oregon	Jacob Brostoff, Transportation Advocate	497-1000
METRO	Kim Ellis, (also Councilor Carl Hosticka, Andy Cotugno, Planning Director; Jim Morgan, Parks; Chris Duffebach, Goal 5 Manager; and Ray Valone, Planning)	797-1700



ALPHA ENGINEERING, INC.

EXHIBIT "E"

123 FLANDERS 2ND FLOOR

August 16, 2004

Janeen Adamo, Project Lead
Region 1
Oregon Dept. of Transportation
123 Flanders
Portland, OR 97209

RECEIVED
AUG 16 2004
HDR Engineering, Inc.

RE: Boeckman Road - Tooze Road Connector Project
City of Wilsonville
Clackamas County
Key No. 12400

Job No. 398-016

Gentlemen:

The following are comments related to the "Environmental Assessment." We, along with many interested parties, have participated in the two public open houses. We are assured the verbal and written comments received at those meetings are in the record for EA consideration. As such, we do not wish to repeat those comments but to only highlight areas of interest and concern.

First, and foremost, is the recognition the alternative routes should be evaluated as a part of the "Villebois Master Plan" since it is a part of the City Comprehensive Plan. That Master Plan has the Alternative 2-Southern Curving Alignment for Boeckman-Tooze. That Master Plan is based on a comprehensive community development for which the Alternative 2 address' and explains. Respect for the Villebois special area Comp. Plan, including the Southern Curving Alignment, is important to the realization of the City of Wilsonville objectives.

In review of the comparison of alternatives found in Chapter 3. "Affected Environmental and Environmental Consequences", the impacts are the same; or similar, or weigh to the Alternative 2-Southern Curving Alignment. The lasting impact of the selected alternative is paramount in the decision. The curving Alternative 2 will provide a visually pleasing route and "provide opportunities for changing views of the open space to the north and south of the new road" (Pg. 16).

Very Truly Yours,

AEI

Jerry M. Palmer
President

N:\proj\398-016\Word\Connector Project.doc

Plaza West - Suite 230 - 9600 SW Oak - Portland, Oregon 97223
Office 503-452-8003 - Fax 503-452-8043
www.alpha-eng.com

Response: The participation of Alpha Engineering and others in project planning and the NEPA process is appreciated. The comments provided through the public process (including Open Houses and comments on the EA) have been carefully considered in the further evaluation of alternatives and the selection of the Preferred Alternative. The specific comments offered in the letter supporting Alternative 2 are noted and will be considered by the City of Wilsonville, ODOT and the Federal Highway Administration in selection of the Preferred Alternative.



DATE: August 16, 2004
TO: James Gregory, HDR Engineering
FROM: Kim Ellis, Senior Transportation Planner
SUBJECT: Boeckman Road – Tooze Road Connector Project Environmental Assessment

* * * * *

Thank you for the opportunity to comment on the Environmental Assessment (EA) for the Boeckman Road – Tooze Road Connector Project. The EA represents a significant amount of work by the City and project team. In addition, the project represents a great opportunity to use public funds efficiently by constructing an improvement in the short-term that can also serve as a segment of the Tonquin Trail.

Based on Metro transportation staff review of the EA, we offer the following comments for your consideration as you finalize the project design:

Figure 2-4 – Typical Sections

- The bridge span is being constructed to minimize impacts to the floodway. 14-foot travel lanes seem excessive for the roadway/bridge typical section - wide travel lanes encourage speeding and add to the overall bridge construction costs.

Recommendation: 12-foot travel lanes are recommended to match the roadway typical section. Reduced travel lane width could help reduce the width of the bridge that needs to be constructed, which in turn reduces impervious area and impacts to adjacent natural resources. The project cost savings may also allow for a longer span to be constructed. The final bridge design should provide for passage of wildlife and be constructed as long as the project budget allows, as noted in the Metro parks staff comments.

Response: The 14-foot travel lanes were integrated into the conceptual typical section for the bridge span to increase motorists' comfort levels when trucks are traveling on this section of the roadway (i.e., that the bridge section would not have the center median/turn lane to separate traffic, and thus a slightly wider travel lane would provide more room for motorists and bicyclists on the bridge).

The bridge span length has been designed to avoid raising the 100-year floodplain elevation and is the longest span possible within the project budget. The City of Wilsonville and ODOT have coordinated with Metro Parks and Greenspaces staff and Oregon Department of Fish and Wildlife regarding wildlife passage issues. The proposed bridge height and span width are adequate to allow passage of large mammals, such as deer. Regarding runoff from impervious surfaces, efforts have been made in project planning to minimize the footprint of the roadway facility as much as practicable. Runoff quality and quantity will be treated in accordance with the City of Wilsonville's Public Works Standards. Water quality treatment will be designed to achieve at least 70 percent removal of total suspended solids, which will also remove associated pollutants such as nutrients and metals.

The City of Wilsonville will continue to coordinate with Metro through the final design process. Your comment will be considered in further design of the project.

- 5-foot sidewalks for the roadway typical section are a minimum design. Metro's Creating Livable Streets guidelines recommend 6-foot sidewalks.

Recommendation: 6-foot sidewalks are recommended.

Response: The 5-foot wide sidewalks are consistent with the City of Wilsonville's public works standard for minor arterial roadways. The 5-foot wide sidewalks would minimize the roadway footprint and, thus, the impacts to wetlands in the project area. Your comment will be considered in further design of the project.

Figure 3-1

- The Tonquin Trail is designated in the Regional Transportation Plan (RTP) as an off-street Regional Corridor Bikeway on the Regional Bicycle System Map and a Multi-use Path with Pedestrian Transportation Function on the Regional Pedestrian System Map. With these transportation functions and the long-term vision to connect the Willamette River in Wilsonville to the Sherwood and Tualatin, the Tonquin Trail is expected to have substantial use.

Recommendation: Add a reference to the Regional Transportation Plan system map designations as described in the comment.

Response: A reference to the Regional Transportation Plan system plan map designations has been added to the Revised Environmental Assessment (EA).

Section 3.15 Recreation and Section 4(f) and 6(f)

- The Tonquin Trail is designated in the Regional Transportation Plan (RTP) as an off-street Regional Corridor Bikeway on the Regional Bicycle System Map and a

Boeckman Road – Tooze Road Connector Project EA
August 16, 2004

Multi-use Path with Pedestrian Transportation Function on the Regional Pedestrian System Map. With these transportation functions and the long-term vision to connect the Willamette River in Wilsonville to the Sherwood and Tualatin, the Tonquin Trail is expected to have substantial use.

Recommendation: Add a reference to the Regional Transportation Plan system map designations.

Response: A reference to the Regional Transportation Plan as it relates to the Tonquin Trail has been added to the Revised EA.

Section 4 – Mitigation and Conservation Measures

- Street design elements such as street trees, pervious curb treatments and special paving materials can be used to limit stormwater runoff, which in turn helps improve water quality and protect wildlife habitat.

Recommendation: Add a reference to consider incorporating design elements in Metro's street design handbooks as the project's design is finalized. The handbooks are titled *Creating Livable Streets: Street Designs for 2040*, *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* and *Trees for Green Streets*.

Response: A reference to the recommended design elements has been added to Section 4.6 of the Revised EA. These elements will be considered further as the project's design is finalized.

Metro has been a very supportive and helpful partner in the planning work to date for the Boeckman Road – Tooze Road Connector Project. In response to the comments raised above, ODOT and the City of Wilsonville will continue to coordinate with Metro on the project's design.

Thank you for the opportunity to review and comment on the EA. I hope you find these comments helpful as you continue to finalize the project design. If you have any questions, please call me at (503) 797-1617 or email me at ellisk@metro.dst.or.us.

August 16, 2004

Comments on the Boeckman Road-Tooze Road Connector Project Environmental Assessment

The following comments represent the opinions of Curt Zonick, Natural Resources Scientist, Metro Regional Parks and Greenspaces and should not be construed to represent the opinions of the broader Metro agency or Metro's Regional Parks and Greenspaces Department.

1. I personally favor the southern curving alignment build alternative and believe that this would be the more aesthetic and ultimately more ecologically sensitive of the two build alternatives because of the buffer provided the forested upland and the potential for the free span to be located in a position that favors greater long-term restoration opportunities. The straight build alternative, however, offers a longer collective free span (615 ft [520 + 95]) than the curved alignment (only 400 ft of span). It's not clear in the EA why the curved alternative requires less span, nor why the same smaller ditch spanned in the straight alignment is not also spanned in the curved alignment.

Clearly though, the project should provide as much span as possible. Given the acknowledged "substantial fill in wetlands" linked to a span that crosses only the floodway (which is only 35 ft less in alternative 1 [370 ft] than the proposed floodway and portion of floodplain span in the curved alternative [405 ft]) the EA identifies the need to span *every foot* of the crossing that can be afforded by the project's budget. Therefore, whichever alternative is selected, the *minimum span* should be 615 ft, and a longer span is highly desirable. Adding additional free span to the curved alternative would seemingly also reduce the greater relative floodplain impacts associated with this longer route.

Response: Alternative 2, the curving southern alignment, requires a shorter bridge span due to the floodplain geometry in the location of the crossing of the Coffee Lake Creek floodplain. The planning objective for the build alternatives was to create a crossing of Coffee Lake Creek and its floodplain that would not encroach on the regulatory floodplain and would result in no rise, or a negligible rise, in the 100-year floodplain (Section 2.2). The span lengths for each build alternative's alignment were developed based on hydraulic modeling so as to result in negligible rise in the 100-year floodplain elevation. As noted in Section 3.13 of the EA, a shorter length of span is necessary for Alternative 2 than for Alternative 1. Due to Alternative 2's southerly alignment, the smaller ditch referenced in the comment (spanned by a bridge in Alternative 1) is avoided, so a span is not required.

Bridge section(s) are more costly to construct than roadway sections. The span proposed in Alternative 2 provides the longest span that can be afforded within the

project's budget (the estimated cost of Alternative 1 actually exceeds the programmed budget, due to the amount of bridging that is required for that alternative). Opportunities to lengthen the span within the project budget will be considered in further design of the project.

2. The environmental consequences of the build alternatives on soils and subsurface water flow are critical to accurately gauging the impacts of the build alternatives, and are somewhat equivocal in the EA. The EA states "...other than geotechnical considerations needed to ensure structural stability of the new roadway and ancillary facilities due to the peat soils present in the project area, **geologic soils, and groundwater resources would not be affected by the development of the proposed project.**" Does this statement imply that groundwater flow and the nature of the soil (e.g., permeability) is unaffected? If so, I question this perspective and the EA does not present information to support this assertion. In fact, in another part of the EA, the effects of the project imply serious impacts to the nature of the underlying soil and groundwater flow:

"The roadway could also permanently affect subsurface water movement. The placement of surcharging fill to compact peat soils as well as additional soil compaction to occur due to construction of the roadway would alter soil structure, resulting in decreased soil permeability and the reduced ability of these soils to convey subsurface water".

This latter statement seems to reflect a much truer picture of the projects footprint on the floodplain, and further supports the need to have the crossing be constructed with as much free span as possible.

I had also requested that Lloyd Dixon, an engineer for Ducks Unlimited with experience in the Coffee Lake Bottoms be added as a reviewer for this project. Mr. Dixon was not provided a copy of the EA report, and thus has not had an opportunity to comment on this project. His review and comments are very important to the evaluation of the project's impacts on site hydrology and should be solicited and included in the project review.

Response: It is unlikely that this level of compaction necessary to provide engineering stability of the roadway would have noticeable affect on subsurface hydrology. However, the City of Wilsonville proposes to analyze the groundwater flow dynamics within the study area as part of the project. Specifically, groundwater levels will be measured during the final wetland mitigation plan development. This will allow the City to evaluate whether there will be an effect on groundwater flow. Regarding the involvement of Ducks Unlimited, ODOT and the City of Wilsonville will continue to coordinate with Metro Parks and Greenspaces throughout the design process and would invite the participation of Ducks Unlimited as part of the coordination with Metro. The City will consider additional comments, suggestions, and input offered as the design progresses.

3. What is the fate of Boeckman Creek/Ditch (the drainage entering the floodplain from the east along Boeckman Rd)? This drainage does not appear to be addressed in the EA. Will this drainage be piped under the road or day-lighted, and if so, where? I would prefer that the creek be day-lighted north of the road. Either way, the project should address the inflows of the creek and ensure that this inflow is protected in the final design.

Response: The creek is proposed to be daylighted north of the alignment, as noted in your comment. As noted above, ODOT and Wilsonville will continue to coordinate with Metro on these and other issues related to natural resources and transportation.

4. The projected increase in indirect water quality impacts associated with roadway pollutants are a serious concern and all steps possible to mitigate these impacts should be undertaken.

Response: Runoff will be collected and treated in accordance with the City of Wilsonville's Public Works Standards. Water quality treatment will be designed to achieve at least 70 percent removal of total suspended solids, which will also remove associated pollutants such as nutrients and metals. Treated stormwater discharges will need to meet water quality standards in order to receive Clean Water Act Section 401 Water Quality Certification from the Oregon Department of Environmental Quality.

5. The measures introduced to mitigate effects of the project and maintain the highest level of hydrologic flow and wildlife migration are all important and should be incorporated into the final design. As the report mentions, sensitive species do use the floodplain corridor. Metro has acquired a large portion of the floodplain with the intent of restoring the Coffee Lake Bottoms to a more native, functional state. The Boeckman/Tooze project should consider and mitigate the true impacts of the project, on not just current conditions (e.g., canarygrass-dominated ag-land), but on the floodplain's future, broader restoration potential. For example, a broader span allows greater potential for meandering streams and swales throughout the floodplain. Restored wetlands will hopefully support a more abundant and diverse fauna, that will benefit from the greatest possible form of migration corridors and the cleanest possible water.

Response: The City of Wilsonville is developing detailed plans for the mitigation of project-related impacts to wetlands. In addition, the City has been coordinating and will continue to coordinate with Metro and appropriate regulatory agencies through the development of specific mitigation activities. An overall goal of this coordination is to develop a mitigation plan that is complementary with Metro and the City's broader plans for long-term restoration of the Coffee Lake Creek wetlands complex. Also, as noted in response to comment 1 above, the bridge length proposed for Alternative 2 is the longest span that can be afforded within the project's budget.

The City will continue to coordinate with Metro and consider the comments above through the final design process.